

MOTOR RACING

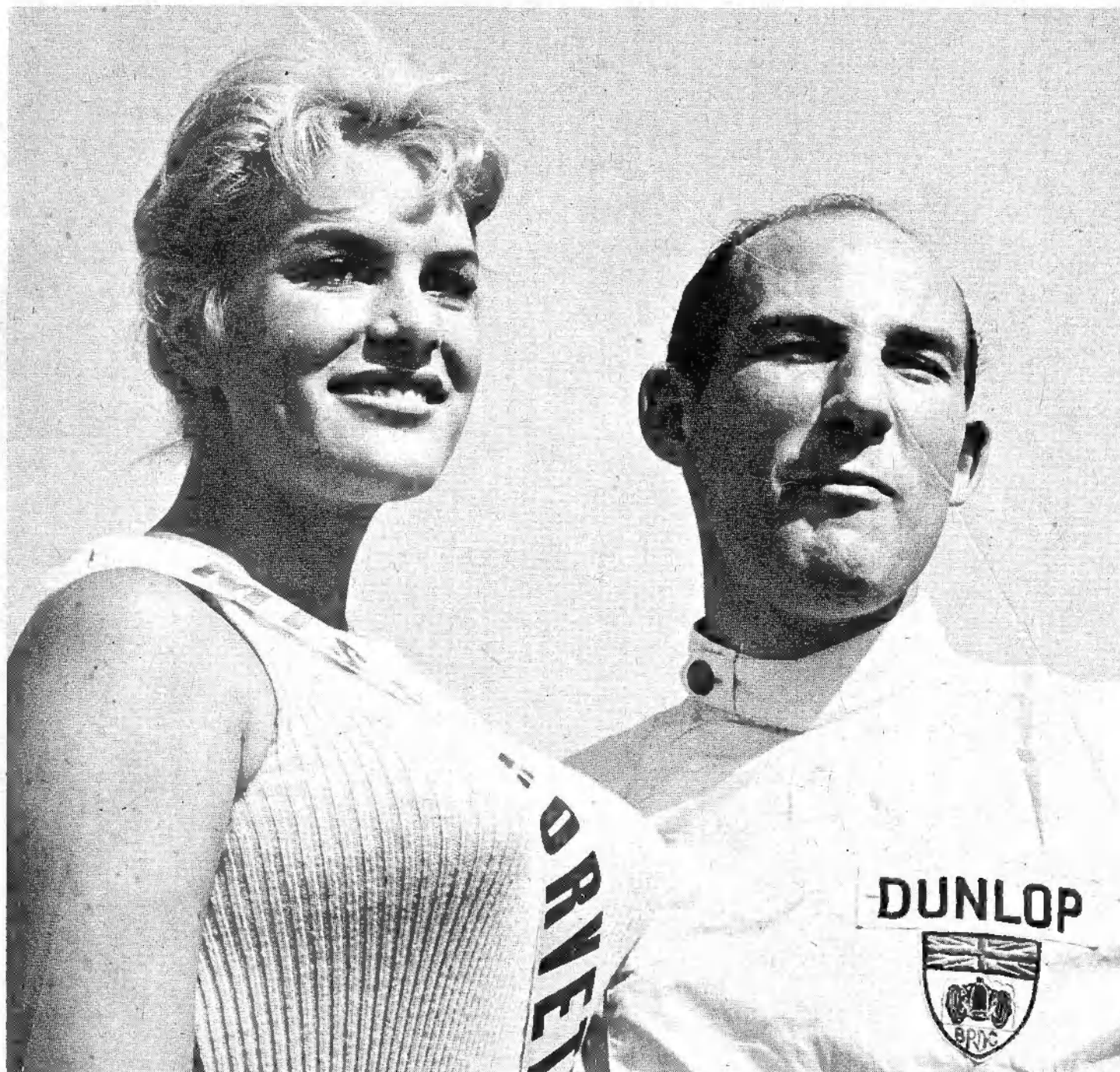
and
ECONOMY CAR NEWS

5th Year - No. 13 Culver City, Calif.

April 29-May 6, 1960

(Published bi-weekly except last issue of calendar year)

25c



STIRLING MOSS, the noted English driver, was very much in the news last week after he was banned from Britain's highways for dangerous driving. He was able to race at Goodwood, however, with an American

license (story on Page 1). Here, he is shown at a recent Riverside race with well-stacked June Wilkerson, "Miss Corvette." (Photo by Tom O'Connor)

Ireland Wins At Goodwood

GOODWOOD, England, April 18 — Briton Innes Ireland averaged 100.39mph in a Lotus to win the 100-mile Goodwood race for Grand Prix cars here today. It was the fastest speed recorded for the course.

Utilizing an American license, Stirling Moss was second in a Cooper, 100 yards behind.

Next were Chris Bristow, Great Britain, Cooper, and Bruce McLaren, New Zealand, Cooper.

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Moss License Status OK

LONDON April 24—Barred from highway driving here when his driver's license was revoked for dangerous driving, Britain's top driver, Stirling Moss, still is able to race.

He is using his American international competition license.

The Royal Automobile Club said it gave permission for the U. S. license to be issued. The club could apply for it to be revoked, but said there was no reason for such action.

FIA Rejects British Demand



SAM WEISS — WINNER AT COTATI

Photo by Bill Norcross

FIA Firm On 1500cc GP Limit

LAUSANNE, Switzerland, April 26 — Britain's violent demand that the 1961 Formula 1 Grand Prix standards of 1500cc and 1100 pounds be removed was rejected here today by the CSI of the International Automobile Federation (FIA).

Establishment of a new Intercontinental Class of heavy cars and reduction of the minimum weight from 1100 to 990 pounds were offered as a compromise.

The British threat to boycott the Grand Prix races had come from the Society of Motor Manufacturers and Traders. This group controls the advertising of racing successes, a matter of top importance to the oil companies and manufacturers concerned.

The protesting British, opposed in their desire for the changes by Ferrari and Porsche (because they have F2 cars which could be modified to run as F1 in 1961), were told they had until the end of May to decide whether to accept the compromise offer.

The 12-nation commission of FIA held a two-day meet to consider the British boycott threat. British-built cars currently dominate the 3-liter F1 class of racing.

Cal Club Races For '60 Set

D. D. Micheltore, president of the Calif. Sports Car Club, has released the Cal Club's racing schedule for the balance of 1960.

The dates and locations released are:
May 28-29—Santa Barbara.
July 2-3—Santa Maria.
August 7—San Luis Obispo (El Camino Foreign Car Club).
Sept. 3-4—Santa Barbara.
Oct. 15-16—3rd U. S. Grand Prix (Riverside).
Nov. 12-13—Bakersfield.

WEDDING BELLS

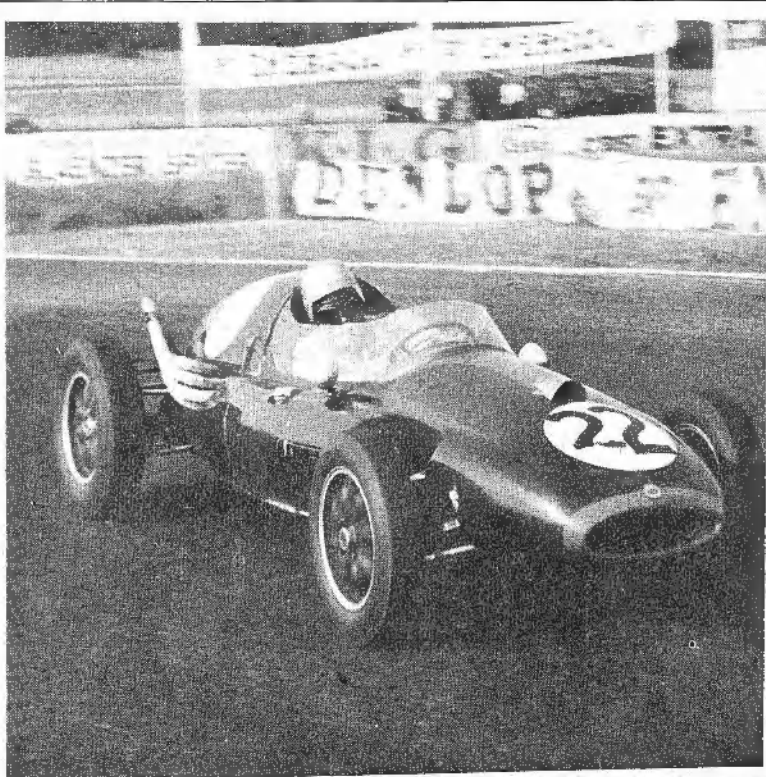
"Mother, Father of Quints, Recite Marriage vows." Recent Newspaper Headline.

DeLoofs Win Natl Rally

TUCSON, Ariz., April 24 — Mel and Juanita (Neen) DeLoof, of Manhattan Beach, Calif., last year's national champions, were off to an impressive start for the 1960 SCCA rally campaign by winning the third annual Great Canyon Natl. Rally, staged yesterday and today by the Arizona Border region.

The winners, driving a Jaguar, finished with a 117-second error in a rally that covered the Grand Canyon and other terrain among the most scenic in the country. Good weather prevailed.

Second went to Leslie and Angie Smith, Austin, Texas, Porsche, 148 points; 3. Garland and Mary Lynn Brown, Dallas, Corvette, 334; 4. Paul Pond-Marion Haigler, Hollywood, Calif., Jaguar, 354; 5. Ed Jones-Gary Cheever, Laveen, Ariz., MGA, 372; 6. Cleo and Forrest Adams, San Diego, Jaguar, 387; 7. Don and Heloise Ridgeway, Dallas, Nash-Healey, 397; 8. Frank Parsons,



MOTORACING photo by Henry N. Manney III
JACK BRABHAM—WINNER AT PAU

Brabham Scores Victory at Pau

PAU, France, Aug. 18 — Australia's Jack Brabham, the world's driving champion, today won the Formula 2 Grand Prix de Pau in a Cooper. He was clocked at 2h-24m51.8s for the 154-mile race.

Following Brabham, who led all the way, were Maurice Trintignant of France, 2:24:53.3, Cooper-Climax; Olivier Gendebien, Belgium, Porsche; Ron Flockhart, Cooper-Climax; Tony Marsh, Cooper-Climax; Paul Frere, Cooper-Climax; Bob Hicks, Lotus.

The race did not count toward either the driving or manufacturers' world title. Masten Gregory of the U.S., Maserati, was forced out.

Brabham set a lap record through the city of 1:34 (average 66.1mph) in the trials. He topped by 2.8 seconds the 1954 record set by the late Jean Behra in a Gordini.

Vignettes

By Gus V. Vignolle

- NOTE ON PAYOLA
- A DRIVER QUILTS
- GURNEY LAUDS SPL.

PAYOLA IS NOT only cash; it is a junket (free air, train or bus ride) to Pismo Beach, NY or Paris; it is the loan of a car and "expense" money for roadtesting, etc; it is whisky and Champagne until your eyeballs are floating in red nets; it is, other delights that we won't go into here.

And what is so dreadfully wrong with this practice that dates back to Biblical times? You pay for an ad. Payola is payment (Continued on Page 3)



MEL AND JUANITA DE LOOF

Paul Harris, El Paso, Porsche, 460; 9. Bob Borden-Henry Sanger, Rancho Santa Fe, Calif., Mercedes-Benz 190SL.

475; 10. Bob and Gladys Steer, La Crescenta, Calif., Karmann Ghia VW, 489.

First team was comprised of the Smiths, Browns and Ridgeways, who finished second, third and seventh.

Mel DeLoof, a United Airline navigator, and W. L. (Slim) Larned placed second in this top rally in a Corvette last year. Mel was navigator. They finished behind Joe and Celia Bechtel, at that time also Manhattan Beach residents, but now of Walnut Creek, Calif. The Bechtels won the 1958 SCCA national rally title with a Porsche.

This year's Great Canyon rally drew 52 entries.

BIG BARGAIN

French-tease girdles—\$4.85

Weiss Takes First Race In Cooper

By BILL FINEPROCK
Special to MOTORACING
COTATI, Calif., April 24—Sam Weiss, wheeling his two-liter Cooper Monaco, passed a 3.8 Lister-Jaguar midway through the hour-long main event to take the checker by 26 seconds in the San Francisco SCCA headliner here today.

The heavily footed Sacramento imported car dealer, who made a name for himself in Porsche, set an 83mph average around the 1.9-mile Cotati circuit to defeat Dave Ridenour in the Costin-bodied Lister Jaguar. Chuck Howard, Woodside, was third in a 250 TR Ferrari. Six of the eight cars entered finished the 74.1-mile race.

The Cooper, driven to sixth overall (Continued on Page 3)

In the News

Confirming a report first published in MOTORACING, the San Francisco Examiner announces it will sponsor a \$20,000 pro sports car race program at Laguna Seca, Monterey, Oct. 22-23, one week after the Times-Mirror race at Riverside.

It's billed as a charity race, and they hope to lure Jack Brabham (Continued on Page 6)

LETTER TO THE EDITOR:

Cowles Explains Mishap

Dear Mr. Vignolle:

In the last issue of MOTORACING, an unidentified reader in a "letter to the editor" commented on the accident at Riverside pro race in which my car No. 24 hit Dick Morgensen's car No. 46 in the dust cloud resulting from Von Dory's car leaving the course.

The title of the letter (Is Payola With Us?) in effect implied that I sacrificed good judgement for a chance at the prize money, and that I ignored the dust cloud, and made no attempt to slow down.

Regarding the payola, I can only say that I was primarily interested in just finishing the race, and that this cannot be accomplished by taking unnecessary and foolish risks.

Regarding the accident, I feel that no one person is to blame. I was unable to slow down for the dust cloud, as I did not see it until I had set up the approach for turn four, at which time I was travelling 65-70 mph. Morgensen had slowed down ahead of me

probably because he had seen the Von Dory accident or had watched the other cars ahead of him slow down between turns No. 3 and No. 4. As I rounded turn No. 4 my car was enveloped in a dense cloud of dust and I could see nothing. When I tried to slow down, the rear end of my car came around due to the dust and sand thrown up on the course by the Von Dory car. At this point my car hit Morgensen's car in the side. Had I seen the dust cloud before entering turn No. 4 I could have, and definitely would have slowed down sufficiently to avoid the collision. In any case I was very sorry the accident occurred, but I am convinced that under these circumstances it was unavoidable.

Sincerely,

RUSSELL COWLES

No. Hollywood, Calif.

(Editor's Note — Read comment on this letter in VIGNETTES — Page 3).

LETTERS to the EDITOR

CUBA CLEARED UP

This is a "Letter to the Editor," a rarity from a journalist who ordinarily figures it's pretty hopeless to say much on paper to editors (like most other journalists, you included, I'm sure, I sort of shoot my wad orally and chicken out when it comes to letters).

But who, for heaven's sake, wrote your "Special to Motoracing" report on the Havana Grand Prix? The front-page stick which begins the story (March 4-11 issue) is fine, the usual wire-service type of fairly dull but nonetheless accurate, short, factual report. It jumps to page five after listing von d'Orey as 8th, behind Jeffords, and beginning right there, begins a masterful mish-mash of erroneous facts and highly questionable opinions stated as fact.

First: Within hours after the race, Bonnier (RSK Porsche) was awarded 7th overall for distance covered, as the regulations did not state that the car had to be running at the end. Von d'Orey was 8th, ahead of, not behind Jeffords' Corvette. 11th place was taken by Alfonso Gomez-Mena, the leading Cuban driver, in a Ferrari GT (second in class behind Jeffords)—followed by Godia's Osca.

Second: Whose consensus was it that "the races were poorly run and that there was no crowd control?" The actual organization of the race—selection and invitation of drivers, efforts to obtain a highly competitive field (aborted by the failure of the Camoradi USA team to deliver 2.8 Masers for Shelby and Gurney and/or Ward, along with the one for Moss), provisions for garaging, practices etc., not to mention very quick action in getting more soldiers to patrol the circuit when the local races held the previous Sunday indicated that spectators might be a problem—were, in my opinion, well done without qualification, and under the circumstances of a brand-new course and no real previous experience to provide a group of trained personnel, superb. The circuit is an exceptionally good one, and an unbelievably good one, when it is realized that the day after Sebring, Jack Brabham and Dean Delamont, British representative of the SCI, flew over from Sebring to Havana to make suggestions concerning the proposed new circuit. Their suggestions (only a few minor ones, according to Brabham) were incorporated by Miguel Moenck into his design of course, and the entire conversion was completed in two months.

More on the subject of crowd control: I promise you I was, at this race, one of the very few photographers who worked out in the field (Burnside and Cahier were the only two, besides some local men, I saw any place except the pits during the entire two hours)—which gives me a whole lot more right to an opinion in

this matter than most of the people who "worked" the race. In the entire 3 1/4-mile circuit, there was only one place where the crowd was not exactly where it could safely be—unfortunately, that exception a major and worrisome one, the outside of the sweeping bend coming into the pit straight. All race officials were frantically worried about the hundreds and hundreds of people who had broken the police lines at that specific point (the first point a spectator walking from the main gate would reach, and the nearest point of the circuit to a very large section of the public parking area), but there was little to be done about it without creating a major riot. Unfortunately, there had been no earlier indication that the same number of police who had controlled that point in races earlier in the week would not be sufficient for the big one.

As for Harry Schell's protest to the FIA: he very well may be bull-headed enough to make it, but he's wrong (Harry is an enchanting man but he is not infrequently wrong). I question very much that Harry knows in detail the fine-print regulations of the FIA Sporting Committee book, and I think it highly likely that Dean Delamont, Clerk of the Course at Havana, does. Delamont is, furthermore, known as one of the fairest, clearest-thinking, least-bumbling officials in the racing world. And in short, what would you have done if the police and the Army (which just happened to own the larger part of the circuit) said to you the night before the race, "Everyone must be outside the gates by 6 p.m."? This was later revised to 7 p.m., and to Delamont's (and Bill Smythe's and nearly everyone else's) amazement, the race actually started nearly on time. How many do?

To continue with Third: Your paragraph beginning "There was trouble also after the Formula Junior race..." (which went on to say that an Italian driver had gotten very Italianate about Cosworth, Ohio's Peter Carpenter taking 2nd place away from him) implied that there was nothing but trouble. No race with 43 entries, many of them of international calibre, run for the first time is trouble-free. But by no means was this a "trouble" race. An American from West Palm Beach, Ken Coleman, did one of the best jobs of organizing I've ever seen, and is individually responsible for having seen to it that all sorts of possible troubles were smoothed out long before they became realities. There were money troubles (mainly on arrangements for expenses, not for starting or prize monies) but just how smoothly Coleman handled the whole thing is indicated by the fact that better than 2/3rds of the drivers and car-owners who

(Continued on Page 7)

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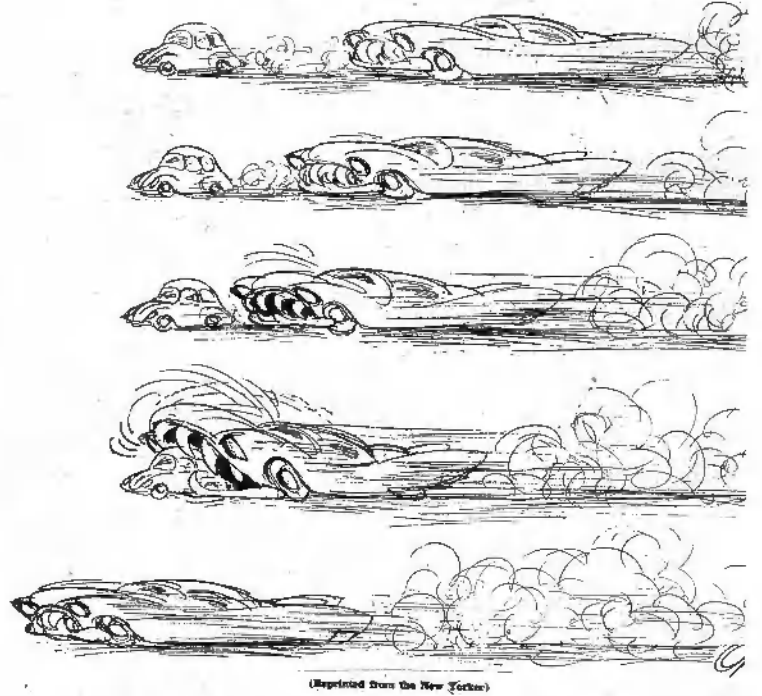
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(Reprinted from the New Yorker)

Calendar

MAY

- 1—Concours d'elegance and classic car show, 116 N. La Cienega, Los Angeles.
- 7-8—Alabama SCCA races, Tuskegee, Ala.
- 7-8—NE Mich. SCCA races.
- 7-8—Arizona SCCA races, Phoenix, Arizona.
- 8—FIA, Targa Florio, Italy (sports cars, Grand Turismo).
- 14—Silverstone race meeting, England, (Form. 1, 11, sports cars, Grand Turismo).
- 14-15—Middle Georgia SCCA races, Cordele, Ga.
- 14-15—Chicago SCCA races, Chicago.
- 14-15—NW SCCA PCC races, Shelton, Wash.
- 14-15—Nat'l. Steel Cities SCCA race, Cumberland, Md.
- 14-15—LA SCCA races, Del Mar, Calif.
- 15—Prix de Paris, France, (all categories).
- 15—Naples Grand Prix, Italy, (Form. Jr. and sports cars).
- 15—Concours d'elegance, No. Hillsborough School Field, Hillsborough, Calif.
- 21—USAC formula libre race, Lime Rock, Conn.
- 21—New England SCCA races, Thompson, Conn.
- 21-22—Milwaukee SCCA races, Milwaukee.
- 21-22—Savannah SCCA races, Savannah, Ga.
- 22—FIA, Nurburgring, Germany, 1000 km (sports cars and grand turismo).
- 28-29—Calif. SCCA races, Santa Barbara, Calif.
- 28-29—Tennessee Valley SCCA races, Courtland, Ala.
- 28-29—Central Florida SCCA races, Dunnellon, Fla.
- 28-30—Colorado SCCA races, La Junta, Colo.
- 28-30—Nat'l. N.Y. SCCA races, Bridgehampton, N.Y.
- 28-30—Western N.Y. SCCA races, Lake Erie.
- 29-30—British Columbia SCCA races, Westwood, B.C.
- 29—FIA, Monaco Grand Prix (Form. 1, Jr.), Monte Carlo.
- 30—FIA, Indianapolis 500-mile race.

INCOME TAX CASUALTY?

The demand for men to fill jobs with salaries running up to \$100,000 per year is slipping, a study by Executive Manpower Corp. of New York shows.

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ECONOMY CAR NEWS

By MARGUERITE COOK
MOTORACING Staff Writer

New York's International Automobile Show, which ended April 24, was the most successful since its debut in 1957, according to observers. Not only were a banner number —76— of overseas car makers represented, but all six domestic producers and 75 accessory and gadget manufacturers.

Despite all the emphasis on economy, a trend noted among the imports is to stress models with more luxury features than are customary in the same car that they provide for their own home market. Competition from the compacts, too, is forcing delivery of imports immediately instead of "in a few months."

Import models, too, fortunately or unfortunately, are showing more attention to yearly style changes, increased horsepower, and such things as automatic transmission.

Rootes 'Easidrive'

Among Rootes cars exhibited were the Hillman Husky and Singer Gazelle with the new "Easidrive" automatic transmission. The SAAB exhibit included the new four-speed Gran Turismo 750, its new Series 95 station wagon, outdoor equipment including a tent and sail boat. Aim of the latter is to show how a lot of equipment can be packed compactly into one foreign import... "the small car... for really big men."

What domestic auto makers are probably most interested in, however, is the announced plan of Volkswagen to supplement the famed "people's car" with a larger and "a lot more expensive" model. It is being viewed as a move on the most successful import to meet the domestic-produced compacts in their own price range.

Causing talk on what's new in the imports are the Austin 850 and the Morris 850 with the engine mounted crosswise, a Jaguar 3.8 sedan with genuine gold plate where chrome usually appears, and the new Standard Triumph sedan which appears to have corrected the defects of its not well-received predecessor.

Renault Expansion

Renault dealers in California, Arizona, Nevada and Utah are now also authorized Peugeot dealers, the John Green Corp. reports. Renault has set its sights on sales of 35,000 (including Peugeots) for 1960. To help along with the perpetual competition with VW, Promotional Advertising here, which handles the Green account, has added a motion picture, TV and radio department headed by Bam Price.

Renault, Inc. has announced that all the popular little Dauphines are being now equipped with a new spring suspension system designed to give an easier ride. The French manufacturer has also blossomed out with a new light truck with front-drive.

The "Hi-Boy" model costs \$2,135 at port of entry (West Coast) and the "Petit-panel," \$2,135.

Two other new luxury imports, now or soon to be available on the West Coast, are the six-cylinder Fiat 2100, available as a sedan

(Continued on Page 7)

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Vignettes

BY GUS V. VIGNOLLE
OIL COMPANY LOSING
FAVOR AT LOCAL RACES

(Continued from Page 1)

to plug a product. The disc jockey spins the platter and soon it is the rage with the Babbitts. He simply overlooks to say, "This is an advertisement," or "They cracked out with half a yard for me to foist this garbage on you."

Most newsmen play it smart, but then you find some awfully stupid oafs who have tennis balls for heels and would give you a column or a page for a ham sandwich.

Recently, Volvo, the Swede car, flew some of the Coast sports car writing buffs to NY for the auto show. Don't wince; this is common. Triumph, slipping in sales, flies 'em to Europe on its annual rally.

Well, most of the Volvo guests had the good taste to do stories on the show, with perhaps a little syrup oozing onto the Swede car. The San Francisco boys showed good judgment.

There was one exception, the Old Retoucher on an LA metropolitan Snapper-Wrapper. He went whole hog. Here, there are hundreds and hundreds of cars at the big NY Auto Show, but he overlooks 'em and devotes the whole column to his host. And I'll give you 10 to 1 it was a hand-out with his name over the story, because this poor bloke has a horrid time stringing words together.

It's such mountebanks that bring payola out in the open and ruin everything for the rest of us!

—PAX—

OH, YOU KID

My daughter just sidled up and said: "Did you hear about the guy who dreamed he swallowed an eight-pound marshmallow and awakened to find his pillow missing?"

—PAX—

JUST FED UP

Over at the Grand Prix Restaurant, where BOB DRAKE and MARY DAVIS give you two dinners for the price of one (with a MOTORACING certificate, of course), they were talking about this guy who quit racing all of a suddenlike.

He was a whizzbanger, good driver, a master mechanic who ran a garage for imports, and 100% hep in the legal and illegal ways of cheating.

One bright day, right in the middle of the race, he pulled into the pits and announced he was quitting racing for good. "It suddenly dawned on me," he said, "that this is nutty. Too easy to get killed out there, and you're wide open to all those yo-yos who can smash into you."

He was leading the race when he quit, by the way.

The guy quit handling imports at his garage, blasting the British car distributors for their failure to cooperate in supplying him with parts.

He bought a power boat, goes to Catalina Island every weekend, says his happiness knows no bounds.

—PAX—

TRIBUTE TO MAX

PETE BROCK, the artist, pilot and automotive encyclopedia, is the source for a terrific testimonial from top BRM driver DAN GURNEY after the recent Riverside race.

Dan drove MAX BALCHOWSKY's Buick Spl. Old Yeller II. He said the car was fantastically smooth and the easiest-handling car he had ever driven. "If it had disc brakes," Dan was quoted as remarking, "this car could break track records all over the world."

Coming from Gurney, ex-Ferrari team driver, this means something. Dan led for some 12 laps, but was a DNF when the car lost a part that threw it out of balance.

—PAX—

HEP TEENAGER

BLUE JAW MAGOON, the sports

car filbert, tells of the underworld figure who was shot and killed in gangland style as he stopped in the doorway of a Bronx fruit store to light a cigarette. BJM said the following crack was attributed to a sarcastic teenager: "I guess they didn't want him to get cancer."

—PAX—

COWLES BACKED

Elsewhere in this issue appears a letter from young RUSSELL COWLES of the Cowles publishing family, who turned in a notable effort in the big Riverside race recently by finishing fifth in a 3-liter Ferrari.

He was upon the dust cloud before he knew it and it was impossible for him to slow down. Most seasoned observers go along with him on this, rather than favor the beef voiced in the letter, which appeared in the last issue.

They string with Cowles despite the yelping of DICK MORGENSEN, who got his car bent and was really surprised to find Cowles' Ferrari upon him so quickly.

—PAX—

GRAVY TRAIN END?

One of the clubs here might soon give the boot to that company which SELLS — not gives — the petrol at the local sports car races. Both clubs here pay for the gas, which means that in the final analysis it's the driver who's footing the tab.

The company lends the p.a. system, bunting and pylons; in return it gets not only the business, which is healthy, but plenty of visual and vocal plugs by the announcer (TED DAVIS), who tells of the alleged wonders of this particular petrol.

The company used to send reps to the races; they made with the plugs over the p.a. system. But not even that now — the written commercials are handed to Davis to read.

A lot of the pilots also have no use for this particular brand of gas.

Is it true that LA SCCA is the only region that has to spring for the gas in view of the strong commercial hookup?

—PAX—

WHAT GIVES HERE?

At a recent training and practice session, DICK TODD, who writes the popular safety driving column for this paper, turned down a red Porsche at tech inspection because of three slick tires. SUMNER BENNETT also rejected it, but another guy said OK and the car went on without going through the rest of tech.

Later, however, the car was black-flagged because the driver was wearing a metal helmet. If the car had completed inspection, it also would have been turned down on the helmet count.

What gives over there...and why are competent safety men like Todd and Bennett given the ignore?

—PAX—

LOTS OF DOCTORS

BRIEFLY NOTED — Bounded to the 5th floor to see what was going on in Circ. Dept. and astounded to note the unusually high number of doctors and single women who are MOTORACING subscribers... We received 512 photos from our staff and freelance photo's after the recent Riverside race; so if yours was printed, it was good... AL PAPP gets word from L. Aguilar that plans for the big Mex. pro race are all up in the air. It got cold reception from some governor; not even an idea of a date now... What's this about someone interested in reactivating the old Paramount Ranch course. BILL LOADVINE, who has unloaded Motor Sport Bar (and some of those top race paintings), says he's interested in a piece of the course... Overheard: "I doubt if

(Continued on Page 4)

Penske 1st in Porsche Holbert 2nd By 12 Sec.

UPPER MERIBORO, Md., April 17—A battle of Porsche RSKs here today saw Roger Penske, Villanova, Pa., score a 12-second victory over Bob Holbert, Warrington, Pa., in the sixth running of the President's Cup sports car race.

Winning average for the 40-lap, 70.33-mile race was 64.5mph. The time was 1h6m11.5s.

Penske and Holbert lapped the other 12 starters. Dick Thompson was third in the Sting Ray Spl., and Gaston Andrey was fourth in a Maserati.

The national races were staged by Washington region of SCCA.

A double winner was Charles Kolb, taking the fourth race in an Elva Mk. V, and the sixth in an Elva Fjr. They were 20-lappers.

Weiss Winner

(Continued from Page 1)

erall and second in the under two-liter class at Riverside by World Driving Jack Braham, performed beautifully Sunday after being reworked Saturday evening. The car failed to appear in Saturday's qualifying race.

An estimated 5000 persons saw the races. Heavy winds and rain slowed times Saturday, but the skies cleared for today's races.

Up-and-coming Don Wester, 28-year-old Monterey garage owner, lapped the entire field in the under-1500cc modified event. Wester, Porsche RS, took command midway in the hour-long event when Emil Pardee, in a 1498cc Porsche RSK, went out with a broken shift mechanism. Pardee was 34 seconds ahead of Wester at the time.

Bill Sherwood, Berkeley Corvette driver, celebrated the third race of his life by pacing the big-bore production race. Still rated as a novice driver, Sherwood came home three seconds ahead of Red Faris in another Corvette and more than a lap ahead of third place Ray Wernuth in an Austin-Healey 100-6.

John (Barney) Barneson returned to racing in a big way by diving Al Whitley's Porsche Carrera to an overall win a 50-mile contest for showroom stock and gran turismo cars, 1000 to 16000-cc. Belvedere stock broker Ernest Mendenhall, also in a Carrera,aced Barneson in an earlier marque race.

Highlight of Saturday's racing was a rapid ride given a Mercedes 300SL by Pete Culklin of Cloverdale. The Merc finished 17 seconds ahead of Sandy Greenblatt in a Corvette on the rain-soaked circuit. Sherwood placed his Corvette third and an AC Bristol wheeled by Frank Crane was fourth.

Johnny Lail

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HUGE SUCCESS was the Rally de Bunny Hop which drew 250 sports cars that transported as many underprivileged children from So. Calif. welfare homes to mammoth Easter egg hunt and entertainment program at Buena Vista Park, Burbank. Top: cars assemble at Hollywood Bowl parking lot; center: long caravan heads through Cahuenga Pass on way to park; bottom: part of the huge crowd of happy children receive souvenir trophies. Sam Hanks and Jim Matthews were emcees. Jim Alexander was chairman. (MOTORACING photos by W. R. C. Shedenhelm)

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



NORMALLY WE WOULDN'T talk about our pregnant cat in this column, but the simple fact is that from the top view she looks like a Squalo Ferrari with the side tanks.

We're afraid that if she doesn't hurry up and do something about the situation, she'll explode. We had a cat once that exploded. Pow! Just like a bomb. Fur all over the place. Always wondered if it were a bizarre form of suicide.

Mildewed Birdcage

You know, we really should have entered the Birdcage Sprite in the Riverside Grand Prix. Chalmers took the money for 6th place (under 2000cc) with an extremely sick Lotus, with one valve completely gone. The little Sprite would have been a few laps behind Shelby, admittedly, (after all, he drove a 2.8 liter car) but we would have been in the money.

Dealer Dollars

Have you seen the TV commercial where they tell you that the price of the new Rambler is \$1795? Then they add, very rapidly, "Suggested factory delivery price."

We still wonder how this compares with the "Actual dealer drive-away price."

Getting the Drift

Gee, the other day we were blazing along a winding road in the local hills with the Birdcage Sprite's engine shouting its song of harnessed brute power at the hills. The further we drove, the better our cornering got. Not just getting around the bends rapidly, but the rear-end began to break out more and more. Always under the uncanny control of the bron-

ed god behind the wheel, you understand. The amount of rear-end break-away kept increasing. Forty five degrees, 90-100, 180. Good grief, we thought, here we have an undiscovered Nuvolari at the wheel. The factory teams must be notified.

That was when we found that the cause of it all was a flat tire, left rear.

Bar Scene

We wandered into the Grand Prix restaurant the other day to find Skip Conklin, the Conrad Hilton of Tahoe Valley, sipping a cooling lager at the bar. Bob Drake was behind the boards, figuring out the cost of distributor condenser wires.

CONKLIN: "Say, W. R., I hear that you're moving up to Virginia City to take over Lucius Beebe's paper, The Territorial Enterprise."

DRAKE (Glumly): "The only thing of Shedenhelm's that's like Beebe's is his eyeballs."

And that was one of our good days.

Top Field At Georgia Races

ATLANTA, Ga., April 27 — The Middle Georgia region, SCCA and the Atlanta region, announced today that the sports car race will be held May 14 and 15 at the Cordele Municipal Airport.

This race is expected to draw some of the best drivers in the Southwest.

The course is located in Cordele, Ga. This area is well known as one of the best spectator courses in the south and over 10,000 spectators are expected.

For further information, write: Race Box 224, Atlanta, Ga.

Ferrari, Porsche Tied For First

After the 1000km race at Buenos Aires and the 12-hour Enduro at Sebring, Ferrari and Porsche are tied for the 1960 sports car manufacturers' trophy with 12 points each. Maserati has three points.

Next race in the point standing is Sicily's Targa Florio, May 8. Manufacturers get eight points for first; six points for second; four for third; three, fourth; two, fifth; and one, sixth.

No manufacturer may receive points for more than one place in any race.

Pro Race Slated at Elkhart Lake

ELKHART LAKE, Wis.—Raod America, for the first time in its six year history, will sponsor a pro sports car event in its traditionally amateur season. Pro races, which are to be USAC-run, have been scheduled July 30-31.

A 100-mile Formula Jr. race will feature the first day events and a 200-mile main event and 40-mile consolation race the concluding date.

The International June Sprints, June 18-19, and the Sept. 10-11 Road America "500" will again be SCCA - sanctioned.

THE NEW CHINA

"Pedicabs in Peiping will be gradually replaced by a new Chinese-produced baby car." — NEW CHINA NEWS AGENCY.

PAGE STIRLING MOSS

"... The toughest part of driving a race is to know just how far you can push your car and not break it up." — JACK BRABHAM.

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Safety In Motoracing

By DICK TODD



To repeat and emphasize my previous recommendations concerning seat belts and roll bars, I think that anyone who attended the last newspaper Grand Prix at Riverside will agree that a certain party involved in a mishap would have fared fairly well if such installations were in the car and were used. But who can say? I believe in safety precautions, but most European and some American drivers who race in Europe as well as here do not.

Two other safety measures are flame-resistant clothing and knowledge of flags. The clubs do not specify what type of clothing should be worn, only that it should be ankle to wrist full coverage—it can be shirt and pants, coveralls, one or two-piece driving suits. But the outer clothing, including socks, should be made flame-resistant. Most any cloth can be made flame resistant in a solution of 8 oz. Boric Acid, 10 oz. Borax, per gallon of water. Clothes should be dipped at least three times and allowed to dry between each dipping. As far as I know,

Dolphin Shows Its Formula Jr. Car

Dolphin Engineering Co. stages a special showing of its Formula Junior car May 7, from 4 to 6 p.m. at 1080 North Johnson Ave., El Cajon, Calif.

SELF-ENFORCEMENT

California Highway Patrol has appealed to all motorists to join an all-out campaign to cut traffic deaths by adopting a policy of self-enforcement to guide their own driving behavior.

Nylon cannot be made flame resistant.

Knowledge of racing flags is very important, too. This is the only way the starter has of communicating with you. There are 8 flags, assorted colors, each meaning different things. They should be obeyed without question.

Green—Race has started, the course is clear.

Yellow (motionless)— Danger, slow down, no passing.

Yellow (waved) — Great danger be prepared to stop, no passing vehicle on course, take care.

Black—Proceed one more lap at reduced speed and stop in your pit or a designated black flag information area. Any driver who has received the black flag should remember that he may received it for a mechanical defect of which he is unaware, and should proceed to his pit or Black Flag Information Area very carefully.

Yellow & Red Vertical Stripes— Take care, oil or gas has been spilled, or a slippery condition exists somewhere on the course.

Blue (stationary)— Car close

(Continued on Page 7)

WEISSMAN MOVES

Len Weissman, agency head of Promotional Advertising, Inc., announces removal of their offices to 9110 Sunset Blvd., Suite 200. Added personnel, including a T. V. commercial production department headed by Bam Price, necessitated the move for additional office space.

S. C. C. A: Sports Car Races May 14-15

CORDELE, GA.
MUNICIPAL AIRPORT

The Hub of Mid-Georgia
INFO: RACE
P.O. Box 224
Atlanta 1, Ga.

Vignettes

(Continued from Page 3)

the Scarabs'll even qualify at Monaco. Beautiful Porsche calendar carries some of DON HEWITT's excellent photos. MOSS goes in a 2.8 birdcage Maserati May 22 in the 1000km at Nurburgring. No Ferraris, but the joint'll be loaded with Porsche, due to snare the sports car (mlg.) title. Catch CHRISTINE JORGENSEN at La Ronde Rue.

SCOOP DEPT.

Ages ago I had a note the SF Examiner was to sponsor a big pro race at Laguna Seca. Deadpanned JERRY DIAMOND, Hearstling who handles the sports car fluff: "Where did you get your dope? I don't know anything about it." Other day, the SF Ex sent out a yarn, which didn't get Page 1 play in the Chronicle, that the \$20,000 race is set for Oct. 22-23. Let's get on the pelota, Diamond! RUMOR DEPT.—That a \$10,000 production pro enduro (6-8 or 12 hrs., starting late afternoon on a Saturday) will be run at Riverside in June or July. We look for this to materialize, probably late in July.

-PAX-

I asked BEVERLY AADLAND if she considered herself ERROL FLYNN'S mistress? "I considered myself his wife," she said. "I believe in the eyes of God we were married."

"A report from Africa tells of the auto driver who ran into a tree on the Sahara Desert. It was the only tree within 1000 miles. — AUTO-MOTIVE SAFETY.

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VIEWING THE new 1960 Hillman Minx sedan at Beverly Hills Hotel are, from left, Henry Henkel, western sales manager for Rootes Motors, and Mr. and Mrs. Nick Pastor. Nick is the well-known South Gate imported car dealer and sportsman.

GIRL FOR PORTERS

Chris Porter, service manager at Irv Kreisel's Continental Car Imports, Culver City, and his wife, Jo Ellen, have become parents of an 8 lb., 8 oz. girl, Susan Marie.

SCCA Race At Del Mar May 14-15

More than 1200 entry blanks have been mailed to members of the northern and western regions of the Sports Car Club of America for the May 14-15 road races at Del Mar Fairgrounds.

The 14-event card will be run over a 1.4-mile asphalt course of 10 turns. Longest straight is 2600 feet.

Two 20-lap races are for modified cars, the semi-main for cars under 1100cc and the main for modified 1100cc and over.

Races will be staged with the co-operation of the San Diego region SCCA.

KOLB (ELVA) SCORES

AC Takes 2 Races at Vineland

By JOHN W. BORNHOLDT
Special to MOTORACING
VINELAND, N.J., April 10 — In opening the Eastern road racing season, the South Jersey Region's Vineland races gave the Formula Jr. cars their first big win of the season. Charlie Kolb abandoned his sports cars and won the feature 25-lap race with an Elva-BMC junior, in most convincing fashion. A distant second was Bud Faust in a Ferrari-Chev, but only a yard behind in third was Bill Buff in a Stanguellini.

Kolb showed the Elva's speed in an earlier racing-car-only sprint, when he beat two Stanguellinis, an Elva-DKW, and OSCA-Fiat, and two Cooper FIII. Several promising Formula Jr. cars never made it all the way to the starting grid: the Sebring Lotus-Ford was rolled in practice, fortunately with no driver damage, Wagenhoffer's Hartmann-DKW ran sick. Lew Flink put his Elva BMC clutch into an orbit as big as Tiro's, and a bunch of other DKW machines just couldn't be persuaded to behave.

Vineland seemed to be a Jersey benefit, for local boy Bob Mazzi won two races with his AC, first beating his Sebring co-driver Frank Schroeder in a similar machine, then coming back to win again against Philadelphia's Elliott Pew in another AC. Clarence Hyde of nearby Millville showed that the rumored Giulietta walk-away in '60 may be true by running to convincing win in the eighth race.

But the fastest car at the track didn't race, wasn't even entered. Jeff Scott drove in from Pennsylvania in his white and blue Ferrari 250 TR, complete with tags, (Continued on Page 6)



WYNN'S FRICTION PROOFING for sports, imported and compact cars has been tested and approved by Calif. SCC, D.D. Michelmore, club president, announced at presentation of special plaque to Carl E. Wynn, president of Wynn Oil Co. From left: Wynn, Michelmore and Ed Justice, So. Calif. Wynn distributor. New product is specially compounded for crankcase of imports and compacts.

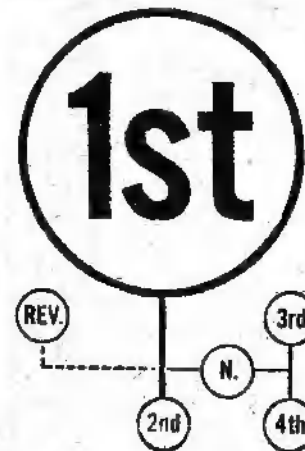
SCCA NATIONAL RALLY						
TEL. JEROME BOUY NEW JERSEY REGION				PRINCETON, N.J.	APRIL 6-10, 1960	47 CLAS
pos.	Driver	Navigator	Car	Year	Score	
1	Helen Hough	Larry Hough	Mer Benz	1958	114	
2	Frederick Gilson	Alex Thompson	Porsche	1958	115	
3	Luzanne Gundertmark	Robert Mollman	Volvo	1955	151	
4	Ken H. Barger	Connie H. Barger	T-Gara	1957	146	
5	Richard W. Smith	Roger Wohl	Piet	1956	161	
6	Andrew S. Penning	Thomas P. Lusk	Volvo	1956	172	
7	Janet Penny	Robert Woodruff	Seab	1956	172	
8	Walter Larson	Carol Larson	Austin-Healey	1958	206	
9	John C. Raleigh	Robert Becker	Corvette	1958	225	
10	Ronald W. Kranz	John A. Herz	Porsche	1958	226	
11	Gerald C. McGuire, Jr.	Gordon E. Rogers	Alfa	1959	231	
12	Gerald L. Kirkpatrick	Richard Norton	Peugeot	1959	239	
13	Jack Conover	Mary Conover	TR-3	1959	302	
14	James George	Howard A. George	Mer Benz	1956	337	
15	Constance Burns	John B. Burns	Citroen	1959	412	
16	Harold Gordon	Ingrid Gordon	MGA	1960	419	
17	James L. Hoyt	Frederick S. Browne	Riley	1960	426	
18	Mary Whelan	Bob Whelan	TR-3	1960	504	
19	Sam E. Paat, Jr.	Buel Kline	Porsche	1957	521	
20	Irene Steinbuhler	Jack Steinbuhler	Jaguar	1958	566	
21	Marjorie K. Thomas	Capt. H.B. Thomas	Porsche	1959	606	
22	Ray P. Shaw	Charles H. Shaw	Mer Benz	1960	708	
23	Warren E. Shindle	Jeremy Preshome	Porsche	1957	824	
24	Snooks Margrove	Kurt C. Brand	MG	1960	846	
25	Weslyn S. Mull	John B. Mull	Jaguar	1958	881	
26	Charles Neekema	Edwin A. Hiltz	Porsche	1959	1107	
27	Pee Seidman	Law Seidman	Alfa	1958	1154	
28	Carl W. Dilling	R. B. Hannon	Jaguar	1959	1154	
29	"Red" Niccollis	"Red" Niccollis	Porsche	1959	1250	
30	Ann G. Butchart	J. Gaire Butchart	Austin-Healey	1959	1393	
31	John W. Meader	William J. Baldwin	Corvair	1960	2040	
32	Douglas Kennedy	Douglas Crower	TR-3	1960	2430	
33	C.J. McClintock	R.C. McClintock	Citroen	1960	2530	
34	Paul B. King, Jr.	Daniel Peters	Jaguar	1958	2650	
35	Jay L. Hansen	Starr Hansen	Corvette	1959	2811	
36	Catherine M. Daly	John P. Daly, Md.	Porsche	1960	4582	
37	Core Synnestvedt	Norwin Synnestvedt	VW-KB	1957	4627	
38	Elizabeth Olney	Aladar Olney	TR-3	1958	6134	
39	Howard Conly, Jr.	Preya Jentschura	MGA	1957	8253	
40	George H. Matthews	Jan Matthews	MGA	1959	9451	
41	John Griffith	John Haggerty	MGA	1959	11,445	

DNF's: Mercedes H. Harned (D), Arthur H. Harned (N), Jaguar; R.A. Rhodes (D), A.B. Rhodes (N), Austin-Healey; Barb Bickham (D), Jim Bickham (N), Mer Benz; K. Moore (D), George Spagna (N), Aston-Martin; Philip Korini (D), Robert C. Johnson (N), Jaguar, and car no. 43.

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RALLY STANDINGS

UNOFFICIAL 1960 SCCSC RALLY CHAMPIONSHIP STANDINGS

NAME	CLUB	MARK II	WHEELS BOUNCE	D'ORO	TOTAL
DRIVERS					
1. Jerry Aarons	SWSCC	12	25	23	60
2. Doug Linder	NRSCC	15	24	16	55
3. Bill Eichelkraut	NRSCC	21	21	9	51
4. Jack Sparks	PSCC	23	*	25	48
5. Bill Chester	R M	*	22	21	43
6. Duane Sparks	C.A.R.	*	23	18	41
7. Les Weisbrich	C.A.R.	7	19	14	40
8. Gordon Madison	NRSCC	19	10	8	37
9. Chuck Meredith	R M	*	15	22	37
10. Jerry O'Brien	R M	20	14	1	35
11. Robert Cook	Tri-Angles	14	17	3	34
12. Wanda Taylor	C.A.R.	17	0	13	30
13. Bill Rector	Astro	25	4	*	29
14. Cal Hudspeth	Rallynaute	13	16	0	29
15. Don Royer	LSCC	22	6	0	28
16. Bernice Branson	C.A.R.	8	0	20	28
17. Dick Kermode	C.A.R.	24	0	0	24
18. Harry Schuck	Rallynaute	0	0	24	24
19. Dick Pieper	HEASCC	3	20	*	23
20. Dick Coulter	C.A.R.	0	13	10	23
21. Virginia Thomas	Clock & Dial	*	18	4	22
22. Fred Behringer	Tri-Angles	16	5	0	21
23. W. Apel	POC	*	*	19	19
24. Bill Johnson	Tri-Angles	18	*	*	18
25. Betty Enoch	NRSCC	*	0	17	17

NAVIGATORS					
1. Dick Anderson	SWSCC	12	25	23	60
2. Jack Carlson	NRSCC	15	24	16	55
3. Bert Johnston	NRSCC	21	21	9	51
4. Ted Sparks	C.A.R.	23	0	25	48
5. Elizabeth Chester	R M	*	22	21	43
6. Jerrie Sparks	C.A.R.	*	23	18	41
7. Doug Sawin	C.A.R.	7	19	14	40
8. Don Black	NRSCC	19	10	8	37
9. Don Meredith	R M	*	15	22	37
10. Don Simpson	R M	20	14	1	35
11. John Ryan	Tri-Angles	10	17	3	30
12. Gene Kiggins	Tri-Angles	18	*	12	30
13. Chas. Kenyon	C.A.R.	17	0	13	30
14. George Blondin	Astro	25	4	*	29
15. Bob Cole	Rallynaute	13	16	0	29
16. Howard Frank	LSCC	22	6	0	28
17. Scott Branson	C.A.R.	8	0	20	28
18. Larry Harris	C.A.R.	24	0	0	24
19. Erlene Schuck	Rallynaute	0	0	24	24
20. Ron Going	C.A.R.	0	13	10	23
21. Bill Thomas	Clock & Dial	*	18	4	22
22. Jim Coyle	Tri-Angles	16	5	0	21
23. Juri Leetma	HEASCC	*	20	*	20
24. Bob Tuffias	POC	*	*	19	19
25. C. K. Enoch	NRSCC	*	0	17	17

* Did not compete.

1960 CALIFORNIA STATE CHAMPIONSHIP RALLY STANDINGS							
ROS.	NAME	CLUB	MARK II	WHEELS BOUNCE	BOON DOCKE	D'ORO	TOTAL
D R I V E R S							
1.	Jack Sparks	Pacific	23	*	12	25	60
2.	Jerry Aarons	Southwest	*	25	0	23	48
3.	Cal Hudspeth	Rallynaute	13	16	18	0	47
4.	Duane Sparks	C.A.R.	*	23	0	18	41
5.	Dick Coulter	C.A.R.	0	13	17	10	40
6.	Chuck Meredith	Rallymasters	*	15	*	22	37
7.	Robert Cook	Tri-Angles	14	17	*	*	31
8.	Ron Jones	San Diego RC	0	*	16	15	31
9.	Don Royer	Lockheed	22	6	*	0	28
10.	Bernice Branson	C.A.R.	8	0	*	20	28
11.	Bill Rector	Astro	25	*	*	*	25
12.	Harold Schell	Twin Valley	2	*	23	*	25
13.	Sandy Booth	Formula 4	*	*	25	0	25
14.	Dick Kermode	C.A.R.	24	0	*	0	24
15.	Phyllis Banks	Clock & Dial	*	*	24	*	24
16.	Mike Goodwin	C.A.R.	0	0	12	12	24
17.	Bill Chester	Rallymasters	*	22	0	*	22
18.	Fred Behringer	Tri-Angles	16	5	*	0	21
19.	Dean Shippen	Twin Valley	*	*	20	*	20
20.	Bob Piercy	C.A.R.	0	11	*	*	19
21.	Bill Johnson	Tri-Angles	18	*	*	*	18
22.	Doug Linder	NRSCC	15	*	*	*	15
23.	Rewens Lantz	Formula 4	*	*	13	*	13
24.	Robert Blair	Twin Valley	*	*	11	*	11
25.	Virginia Thomas	Clock & Dial	*	*	3	4	7

NAVIGATORS							
1.	Dick Anderson	Southwest	*	25	0	23	48
2.	Ted Sparks	C.A.R.	23	*	*	25	48
3.	Bob Cole	Rallynaute	13	16	18	0	47
4.	Jerrie Sparks	C.A.R.	*	23	0	18	41
5.	Doug Sawin	C.A.R.	7	19	0	14	40
6.	Patt Meredith	Rallymasters	*	15	*	22	37
7.	George Taylor	San Diego RC	0	*	16	15	31
8.	Gene Kiggins	Tri-Angles	18	*	*	12	30
9.	Howard Frank	Lockheed	22	6	*	0	28
10.	Scott Branson	C.A.R.	8	0	*	20	28
11.	John Ryan	Tri-Angles	10	17	*	*	27
12.	Ron Going	C.A.R.	0	*	17	10	27
13.	George Blondin	Astro	25	*	*	*	25
14.	Barbara Schell	Twin Valley	2	*	23	*	25
15.	Sandy Booth	Formula 4	*	*	25	*	25
16.	Larry Harris	C.A.R.	24	0	*	0	24
17.	Homer Banks	Clock & Dial	*	*	24	*	24
18.	Elizabeth Chester	Rallymasters	*	22	0	*	22
19.	Jim Coyle	Tri-Angles	16	5	*	0	21
20.	Isabel Blandford	Twin Valley	*	*	20	*	20
21.	Al Nesbitt	C.A.R.	0	11	8	*	19
22.	Jack Carlson	NRSCC	15	*	*	*	15
23.	David Davis	Tri-Angles	14	*	*	*	14
24.	Dillon Lantz	Formula 4	*	*	13	*	13
25.	Barbara Kerr	Twin Valley	*	*	11	*	11

* Did not compete. BOONDOCKS was a Northern California Council event, others were Southern California Council events.

Slalom Column

BY DENNIS McCOSH

SCCSCC Slalom Committee Chm.

The April SCCSCC Championship slalom was Orange County's Corrida de los Carros, a combination autocross-gymkhana. It was attended by a relatively small number of drivers for a slalom (39 entries) and received a final rating of 79.4 percent.

The low entry was due to two causes. The Riverside Grand Prix races were held on the same day, and gymkhanas have become quite unpopular with many people for a number of reasons—hard on gearboxes, memory course, reverse not a competition gear, etc.

Orange County, which has a reputation for putting on good events, did a good job on this one. They could have lined the course more often—especially the gymkhana course—and the autocross flying finish was too close to the parked cars and spectators. One way to keep the course lined is to do short sections at a time while the sun is running.

These are the trophy winners:

1-A. D. Gneiding	Sprite	Pacific	4,238
2 E. Rodensky	Sprite		4,437
3 B. Craik	Sprite	La Mirada	4,468
1-B. W. McMillen	MGA	So. Cal. MG	4,463
2 K. Stoik	Alfa	Glendale	4,424
3 W. Graft	Alfa	RAM	4,798
1-C. D. Wilcox	Morgan	Morgan	4,185
2 R. Didier	TR-3	RAM	4,191
3 V. Trodd	A-H	LEPCD	4,472
4 E. Atkinson	TR-3	Arrowhead	4,492
1-D. E. Willbanks	190SL	NASCAD	5,222
1-E. P. D. D. Lehman	Ren. 4ev	ROCA	4,538
2 H. Anderson	VW	Garden Grove	4,579
1-M. T. Beck	A-H Spec.	Imp. Unan.	5,615

WOMEN:

1-ALL J. Rodensky	Sprite		5,247
2 D. Purrier	MSU Prinz	Pacific	5,362

SCCSCC POINT STANDINGS

WOMEN'S SEDANS:

D. Purrier	Pacific	100
L. Anderson	Garden Grove	25.7

WOMEN'S SPORTS (top half)

K. Adams	Orange Co.	100
R. Doherty	Glendale	100
D. Purrier	Pacific	87.4

SPECIALS:

L. Larson	Pacific	100
I. Cobb	Orange Co.	13.8
E. Walleston	Northrop	4

MEN'S SEDANS (top half)

B. Hall	Pacific	159.2
R. Anderson	Garden Grove	157.1
W. Morville	Volvo TC	73.2

MEN'S SPORTS (top 11)

K. Stoik	Glendale	182.3
R. Didier	RAM	181.4
D. Dow	Lockheed	165.4
M. Doherty	Glendale	147.0
L. McCormack	RAM	123.0
D. Atkinson	Arrowhead	117.7
B. McCosh	Pacific	112.0
D. Gneiding	Pacific	100.0
W. McMillen	So. Cal. MG	100.0
D. Wilcox	Morgan	100.0
E. Willbanks	NASCAD	100.0

In the News

(Continued from Page 1)

ham and Stirling Moss.

★ ★ ★
Jim Hall, ace Dallas driver, is due to drive the 2.8 Maserati in which Carroll Shelby won at Riverside recently, in races at Continental Divide Raceway, near Denver, April 30-May 1.

★ ★ ★
"Racing is fun in the Valley of the Sun" is the slogan for Arizona region of SCCA races to be staged at Phoenix May 7-8. The 1-9-mi. course is nine miles from downtown Phoenix. Race Hq: Valley Ho Hotel, Scottsdale. Entries: 3424 N. 49th St. Phoenix.

★ ★ ★
The big Buddy rally, with all benefits going to disabled vets, starts Sunday, May 1, at the VA Center in West L.A. Start is at 9 a.m., and the non-navigational event will cover some 120 miles. The \$2.50 entry fee for this worthy cause will be turned over by ISCARA to the vets' recreation fund. For info: TR 7-7991, EX 4-6248, NO 5-7436.



Rally Sparks

BY DUANE SPARKS

Returning to the regular spot after a brief absence caused by the frantic activity associated with the last days of the income tax season, I cannot take up topics of current or future interest to rallyists without first spending a few moments discussing what was to me the ultimate in navigational rallies. During the first weekend of April about a dozen So. Calif. cars made the long journey to Palo Alto for the first No. Calif. championship of the year, the RALLYE DE BOONDOCKS, presented by the Tri-Angles sports car club of San Francisco.

This club, though small in numbers, boasts many of the finest rallyists in the northern area and each year goes all-out to offer the most baffling yet most technically perfect event for the edification of those contestants with enough courage to try their luck. Most northern events are replete with navigational problems much more complicated than those currently used in this area, but this year's BOONDOCKS disdained to use brain teasers of the mathematical variety, but developed instead a series of traps for the unwary based upon astute observation and straightforward navigational skills.

For instance there were several cases where a moment's carelessness would lead a car through a series of instructions which matched perfectly with the landscape encountered. The poor contestant, proceeding blithely on his way, had no idea he had missed a checkpoint or had taken an unscheduled loop simply because he had not observed the instructions closely or had not navigated properly.

The rally itself was perfect and demonstrated quite clearly that in this case at least the rallymaster, BOB COOK, was way out in front of the contestants, many of whom never did find out where they had gone wrong until the distribution of the true times at the end of the event, they discovered they had missed many more checkpoints. Our Southern contingent which had gone up with full expectations of earning many California State Championship points ruefully admitted that a Northern event at its finest leaves us with much to learn about the sport, as the top 7 spots were captured by Northern contestants. We did agree, however, that a taste of this type of rally calls for more and we'll all be back next year for another lesson.

Not to be outdone, but in a completely different style, BILL RECTOR and the Astro club, the following week put on the ATLAS II, the open-that-should-have-been-a-championship rally in the San Diego area. This one was a clean navigational problem covering many types of scenery as it wound its way to Borrego Springs and back as the main attraction of one of those delightful San Diego weekends made famous by the venerable DON DIEGO rallies.

And so to the D'ORO VI, offered as the April SCCSCC championship rally by Santa Monica FCCA last weekend, the results of which are posted here. Rallymaster BOB PIERCY and AL NESBITT used some of the same goodies they had encountered on the BOONDOCKS—nothing too complicated navigational, but full of errors for those who are not alert every minute. This one started out in a relaxed manner that had us wondering at the first rest stop when the tough part was going to come along. By lunch time there were still some mighty low errors, though most of us had had some difficulties, but before the day was over everyone knew he had been on a superbly prepared and perfectly executed championship type rally.

I'm sure the answer to the question of why some rallies turn out well when so many don't, lies in the degree of tender loving care put into the event by its rallymaster. Piercy and Nesbitt made no less than 16 complete tours of the course themselves during the preparation period for the D'ORO this in addition to many checkouts by other members of the club. BOB COOK on the BOONDOCKS and BILL RECTOR on the ATLAS reported comparable experiences with their events, so it seems that what it takes to get the job done properly, no wonder really fine rallies are so hard to find—so are dedicated souls willing to make the personal sacrifices to produce top flite events.

RALLY RESULTS, CALENDAR

SANTA MONICA FCCA RALLY D'ORO VI APRIL 24 BOB PIERCY & AL NESBITT R.M. 135 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Jack Sparks	Ted Sparks	Pacific	ME 1	3.92
2.	Harry Schuck	Erlene Schuck	Rallynaute	TR-3	4.39
3.	Jerry Aarons	Dick Anderson	Southwest	Porsche	4.60
4.	Chuck Meredith	Patt Meredith	Rallymasters	Peerless	6.13
5.	Bill Chester	Elizabeth Chester	Rallymasters	Ford	6.53
6.	Bernice Branson	Scott Branson	C.A.R.	A-H	6.94
7.	W. Apel	Bob Tuffias	Porsche O.C.	Porsche	7.48
8.	Duane Sparks	Jerrie Sparks	C.A.R.	Pacel Vega	7.50
9.	Betty Enoch	C. K. Enoch	Northrop	TR-2	8.67
10.	Doug Linder	Jack Carlson	Northrop	Porsche	8.81
11.	Ron Jones	George Taylor	San Diego RC	Alfa	10.17
12.	Les Weisbrich	Doug Sawin	C.A.R.	Porsche	10.54
13.	Wanda Taylor	Chas. Kenyon	C.A.R.	Porsche	10.79
14.	Mike Goodwin	Gene Kiggins	C.A.R.	Chevrolet	12.14
15.	Russ Smith	Dick Flude	Northrop	MG A	12.35
16.	Dick Coulter	Ron Going	C.A.R.	TR-3	12.81
17.	Bill Eichelkraut	Bert Johnston	Northrop	190 SL	13.21
18.	Gordon Madison	Don Black	Northrop	Citroen	13.41
19.	Tom Kienholz	George Kendall	Astro	A-H	14.29
20.	Jim Traughber	Frank Herman	Rallymasters	TR-3	14.34
21.	Mary Lue Sisamore	Dick Ecker	C.A.R.	MG A	14.82
22.	Virginia Thomas	Bill Thomas	Tri-Angles	Porsche	17.18
23.	Bob Cook	John Ryan	Tri-Angles	Jaguar	17.35
24.	Jack Rabell	T. Harpartin	San Diego	Porsche	18.24
25.	Jerry O'Brien	Don Simpson	Rallymasters	Porsche	18.52

RALLIES

MAY

- 1 - - - ISCARA's BUDDY RALLYE Sawtelle Veterans benefit event, poker type, 9 AM V.A. Adm Center, Sawtelle, \$2.50 Reno Lawrence EX 4-6248
- 1 - - - TWIN VALLEY SCC RADIO RALLY 1960 NCSCC open event, nav. 10:30 AM Walnut Creek Calif. 5 hrs. \$3.00 Hal Schell 2140 Beas Ave. Livermore, Calif.
- 2-7 - - European Championship rally--TULIP RALLY, Holland.
- 7-8 - - SAN FRANCISCO SCC ALPINE RALLY a NCSCC Championship event, ERM S. F. Yacht Harbor pkg. lot 375 miles 14 hours \$4 Dave Scheyer R.M. Mrs. Ed Gallant 820 Washington St. Daly City.
- 8 - - - LOCKHEED SCC BONAPARTE'S RETREAT an SCCSCC open nav. event 130 miles 4 1/2 hrs. 8 AM Hody's Oxnard & Lankershim Rd. Holly \$3 Isabel Haas TR 7-7991
- 15 - - - LONG BEACH M & G CLUB GREAT WESTERN SCCSCC Championship nav. event for May Crenshaw & Pac Cat. Hwy 300 miles 10 hrs. 6 AM \$5. Bernice Winger 25330 Reheman, Lomita, Calif.
- 21-22 - - SCCA GOLDEN WEST Nat'l Championship event San Francisco region. \$15.
- 27-30 - - PHOENIX FCCA GHOST CITY HILL CLIMB 1.4 mile course Jerome Ariz. \$10 members \$15 guests, Frank Tracey Chairman. 3225 E. Coolidge, Phoenix

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fect. Body without a scratch. Eight
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seconds. Without a question one
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IN SOUTHERN CALIF.

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mann space frame and body with
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spares: Crank, cam, tires,
wheels, etc. Removable roll-
bar, full street equipment. Get
into racing cheap. Priced to
sell quick. Harry Nelson, 322
W. Grand, Corona, Calif.
RE 7-6838, aft. 1:00 P.M.

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USED SPORTS CAR PARTS GALORE!
Jag Mark VII, VK-120 & 140, Por-
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Beach, Calif. ME 4-1063

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Model, \$150. Manuel M.
Medina, P.O. Box 34648,
Los Angeles 34, Calif.

Subscribe to MOTORACING.

Safety In Motoracing

(Continued from Page 4)
behind trying to pass.

Blue (waved)—Yield right of
way to overtaking car. In the event
that a driver desires to pass an-
other, but is unable to do so be-
cause the overtaken car occupies
too much of the road, he should
sound his horn. If this signal is
impractical for any reason, the
overtaking driver shall point to
the car ahead. The starter will
give the overtaken car the Blue
flag motionless. The driver of the
overtaken car is obliged to pull
to the right, making room for the
overtaking car to pass.

If the overtaking driver is un-
able to pass the overtaken car
for lack of room and is unable to
get the overtaken car to move
over by using the signals de-
scribed above, the overtaking
driver will raise his hand and
point to the overtaken car when
passing the starting line, and the
next lap the starter will give the
overtaking (Blue-waved) flag to
the offending driver. If that driver
still fails to give way, he will be
black-flagged to his pit and dis-
qualified.

Red—Stop immediately, clear of
the course.

Checkered—Race is over, Mar-
tini served!

Letters To The Editor

(Continued from Page 2)

participated let Coleman know
that they would be happy to race
again in ANY event for which
he acted as organizer. I heard at
least 10 drivers tell him this in
my presence.

And lastly, still on safety: by
no means was it "a miracle" that
there were no tragic results dur-
ing the Havana race; the one
possible spectator-danger spot
constituted an outside chance of
trouble—no cars had left the road
at that point during an entire
week of races and practices pre-
ceding the G. P.—and there was
one tragic result: Ettore Chimeri,
a Venezuelan of Italian birth, hav-
ing come to Havana after his
fourth placement in the Buenos
Aires G. P. two weeks earlier,
went off the road during prac-
tice and was killed. This news-
worthy fact was not included in
your report.

DIANA BARTLEY
NEW YORK 19, N. Y.

AGREES WITH BROPHY

I just read John Brophy's com-
ments on SCCA production classes
and I fully agree.

Why discriminate against a
good fast racing car because it is
good? When I read the new regu-
lations I sold my GT Porsches
and will not compete until the
rules are amended.

It cost me about \$15,000 a year
to race the production races and
no one can deny that my cars
were beautifully prepared and a
credit to the sport.

People must realize that you
cannot win a race by changing
the rules. Regardless of the rules,
you cannot win unless you spend
many \$\$\$\$ and much time. The
sport is not a poor man's sport
and if you cannot pay don't play.
FIA was good enough for my
father and that's good enough for
me.

DAN (DER BARON) HERMAN
Sebastopol, Calif.

GINTHER HIS CHOICE

Enclosed is a report on our re-
cent races at the Vineland track,
held by the South Jersey Region
of the SCCA. In distinction to the
situation out your way, here in
the East it's superfluous to say
that SCCA ran a road race, for
with the exception of a couple
of USAC races and perhaps a
half dozen independent amateur
events, every road race is SCCA.
This is not the result of my being
blindly "amateur" as I sure wish
we could get some good formula
racing going, but just a state-
ment of the facts. USAC back
here just can't seem to get off
the ground, although their wise
move to back F Jr in 1960 sure
won't hurt them any.

Although your writers did not
mention it, the old Sebring big-
factory big-driver attraction just
wasn't there. After that God-
awful 1200-mile ride, it was dis-
appointing to see Phil Hill, Shel-
by, etc. walking around in street
clothes with official badges. Not
to mention not having an honest-
to-goodness factory team in the
whole place, excepting BMC. For
your information, it wasn't the
Eastern tuning or the gas that
did in the Corvettes, it was just
a case of trying to stay with the
Ferrari GT's. After all, with
Windridge, Thompson, Fitch, and
Jeffords pushing them NO ONE
IS GOING FASTER. No one did,
but they all broke the cars, while
in the pit next to ours a Cor-
vette raced by a lad who had
NEVER raced in his life before
won the class. And the car
owner didn't know that minor
fact until the race was over.

Lovely may be pretty good, but
for my money Ginther is the
driver, even over Daigh. Your best
boys, in order, are: Gurney, Hill,
Ginther and Lovely. And don't
believe all that baloney about
Holbert; I've seen him mopped up
by Penske and old pro Charley
Wallace when they had RS and
he had an RSK. Watch this young
guy Penske; when he starts
driving like there is a tomorrow,
he may not do so well but for

now he is the fastest around.
The Rodriguez boys and that
fantastic Dino were the real show;
that car sounded like it ran all of
25rpm difference between sec-
ond and third, and third and
fourth gears. Never saw a car
with such a close ratio box...

JOHN W. BORNHOLDT
Asst. RE SJR SCCA
Moorestown, N. J.

ANSWER FROM USAC

I am enclosing a copy of my
letter to Steve Mason in answer
to the "blast" which you chose to
publish in the Letters to the Ed-
itor column of your March 18-25
issue.

You, or your readers, are proba-
bly not interested in Mr. Mason's
personal ambitions, financial or
otherwise, so I would appreciate
your not printing that portion of
the letter. In fact you need not
print any of the letter as far as
I'm concerned as I do not believe
in settling personal differences
in public print. Rather I shall try
to answer the other charges of
Mason and yourself.

In the first place, USAC's inter-
est in road racing is not financial.
We are a not-for-profit corpora-
tion with both state and federal
exception. USAC, itself, gets not
a dime for if there are 75,000
people or 750. Our primary inter-
est is in guaranteeing certain stan-
dards of safety and integrity,
and of course, adequate purses
for the participants. Membership
is available to any qualified driver
amateur or professional. We
have no desire or reason to favor
any particular group and we most
decidedly do not want to get in
the cross fire of political battles.

We have no argument with am-
ateur racing. We feel there is a
need for both. We entered the
road racing field at the request
of track owners who were appar-
ently unable to maintain their
investments with amateur racing.
We agreed to enter the field
because we felt it was an impor-
tant phase of racing and that our
membership and the public were
entitled to a professional program
in the sport. I believe the re-
sponse throughout the country
proves we are right.

We have attempted to cooper-
ate with everyone interested
in the improvement of the sport.
In fact we have relied heavily on
many other organizations for help
and advice and acknowledged
this help publicly.

Our relationship with amateur
organizations has been excellent
where their interest was primar-
ily the betterment of the sport,
which we have found to be true
90% of the time.

Regarding Mason's charge of
neglect of the West Coast, it is
categorically false. We have
spent more time, money and en-
ergy on our West Coast activities
than in all other sections of the
country combined.

I agree with you that our pub-
lic relations is weak. We have
not chosen to spend our resources
blowing our own horn, but rather
in upgrading the sport of moto-
racing through proper adminis-
tration of race events. This goal is
the more difficult when we have
to fight a civil war at the same
time.

I wish I could either deny or af-
firm that "USAC is pubrel" but
my dictionary doesn't contain the
word.

In summary, USAC's ambitions
are modest: (1) to sanction two
to four professional road race
events in California in which
qualified amateur and profession-
al drivers can meet on even terms
(2) to provide the public with ma-
jor league road racing (3) to con-
duct such events with integrity
and concern for the safety of par-
ticipants and the public (4) to
encourage thereby the sport of
road racing in both the amateur
and professional category.

I see no reason, whatsoever,
why these goals should "strangle"
or harm any group, amateur or
professional, who is genuinely in-
terested in road racing as oppo-
sed to their personal or factional

Economy Car News

(Continued from Page 2)

or station wagon at \$3,033. (It
still gets 24 mpg.) and the Lan-
cia Flaminia Convertible. Hoffman
will have this car by late sum-
mer. It'll cost \$6,485!

★ Simca Impressive

In a little economy run of its
own, two stock Simca Etoile se-
dans recently completed a 2,826-
mile trek between Los Angeles
and New York. Total cost for reg-
ular gas was \$22.28. The cars
averaged 38.058mpg. in combin-
ed city traffic and highway driv-
ing—Somewhat above the 28
mpg "record" in the recent eco-
nomy run for American cars.

★ The trend toward foreign assembly
continues. About to arrive in Buenos
Aires are 500 cases of BMC car com-
ponents for the SIAM Di Tella plant
there. Upon assembly, they will emerge
as 700 cars to be marketed in Argentina
as "Di Tella." The hybrid will have a
1500cc BMC engine and body pressings
common to the Riley Farina model.

★ NEW PRODUCTS — A new device,
Speedo-Lube, has been developed to
make it easier to lubricate noisy speed-
ometer cables. The tool is available
through Speedo-Lube, 9110 Sunset Blvd.
Cost \$5. postage paid. Suitable for
French and English imports and cus-
tom built for others. . . . Separate
windshield wiper kits for the VW sed-
an, Karmann-Ghia and Transporter
have been developed by the Nassau
Mfg. Co., 5 Jeffery Lane, Hicksville,
N. Y. Purpose of the kits is to convert
single-speed factory equipment to multi-
speed units. Kits, priced at \$6.95 and
\$7.95, can be obtained and installed at
nominal cost at your local VW dealer.

★ STAT. DEPT.—Through April 16,
a total of 152,819 Falcons had been
produced by Ford, and 102,072 Corvairs
by Chevrolet. Buick Corvair is gaining.
While Falcon cut back in weekly pro-
duction (11,242 down from 11,893), Cor-
vair increased to 3,853 from 3,232. . . .
Routes Group claims a 37.7 percent in-
crease in U.S. sales in the first three
months of this year for its Hillman,
Sunbeam, Singer and Humber automo-
biles. The company states the increase
is 70 percent for the area west of the
Mississippi. . . . This reminds us that
imported car registrations generally
show that Northern California buy
fewer imports than do Southern Cali-
fornians. Oddly enough, it's the
northerners who buy more VW's.

ambitions.
We entered the field of road
racing carrying an olive branch
and despite genuine misunder-
standings, sabotage and brick-
bats from self-serving interests
we still carry the olive branch.
Our record will speak for itself,
good or bad, despite anything we
or you might say I for one pre-
fer to keep quiet so the record
can be heard.

THOMAS W. BINFORD
President, United States Auto
Club
Speedway 24, Ind.

MYSTERY CLEARED UP

What a surprise to read about
the letter you received from my
son, Bill Powell.

I thought it might be of inter-
est to you to know that Bill
Powell is a brother of Bob Pow-
ell, who was killed at Willow
Springs.

At the present time, Bill is on
his way to Paris, France, from
Nairobi, Africa, by way of Los
Angeles, Calif.

We have never missed an is-
sue of Motoracing since you
started publishing it. I read every
inch of it, even all the advertise-
ments. I look forward to each is-
sue to give me a lift.

I have been sending Motorac-
ing to Bill the two years he has
been in Africa. I felt it gave him
more good news of him racing
friends than anything I might
write.

Keep up the good work. Here's
hoping you don't forget to baby
your "ticker" so you will be
around for a long, long time.

GLADYS M. POWELL
Riverside, Calif.

STEVE IS RIGHT!

Will take a lot from you but
one thing that really makes me
burn is to see the term "sports
cars" written as oneword (Porsche
ad, p. 8½). Admittedly we have
a vested interest in its correct
spelling but, as you yourself
must admit, it didn't help Trend
any.

STEVE WILDER

Sports Cars Illustrated
New York 16, N. Y.

PS. I still owe you three rolls
of 120 since Nassau '57. Why
don't you come East and collect?

That's Gold In These Here WANT ADS

Read 'em
and
Rep

TELEPHONE AX 2-0287 WANT ADS

MOTORACING

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Culver City, California

Entered as Second Class Matter
at Culver City, Calif.

NEWS TIME VALUE



PASSING THROUGH Los Angeles last week were three Japanese newsmen of the Kahoku Shimpō of Sendai, Japan, (circ. 400,000). They started March 29 from Fairbanks, Alaska, and are headed for Buenos Aires Argentina, in a 135-hp, 4-wheel drive Toyota Land Cruiser. They hope to complete the 25,000-mile trip in three months. They'll ship the Land Cruiser from Panama to Colombia to skip 300 miles of trackless

jungles and 45 rivers with no bridges. Deep snow in the Andes during June and July winter months will prove a rough obstacle. They change drivers every two hours. From left: Harold Johnson, general manager of Toyota Motors Distributors, Inc., and newsmen Yoshiyuki Takahashi, Tatsuo Suzuki and Takebumi Sasagawa

Drake Vacaville Victor

VACAVILLE, Calif., May 1 -- Bob Drake, of Redondo Beach, Calif., co-owner of the Grand Prix restaurant, scored an impressive victory here today in a 2.8 Birdcage Maserati, averaging 86.241mph for the 30-lap, 63-mile headliner.

His time for the Cal Club race was 44m21s, and he set a new course lap record of 1:26, displacing the mark set by Augie Pabst in a Scarab last year.

Second, a full minute behind, was Sam Weiss, Sacramento, 2.0 Cooper-Monaco; 3. Jack Graham, San Jose, 3.0 Ferrari; 4. Ken Miles, Hollywood, Porsche RS-60; 5. Dave Ridenour, Lister-Jaguar; 6. Carroll Shelby, Porsche RSK; 7. Emil Pardee, Porsche RSK; 8. Richard Hogue, Porsche RSK; 9. Jack Nethercutt, 3.0 Ferrari; 10. Don Wester, Porsche RS.

The crowd was about 7000. It rained right after the last race.

Other race winners: Women -- Prudence Baxter, Lotus XI, 74.55mph avg; Formula -- Bob Korst, Cooper-Norton; Production DEFGH -- Ronnie Bucknum, AC Bristol, 76.02; Modified GH -- Stro Jones, Lotus LeMans, 75.78; Consolation production -- Wm. Sherwood, Corvette, 76.58.

AINTREE, England, May 1 -- Stirling Moss averaged 88.41mph in a Porsche today to beat out Jack Brabham and Roy Salvadori in the 150-mile Aintree Intl. auto race.

SPECIAL OFFER FOR ALL CLUBS

Attention, all racing, rally and sports car clubs!

For a limited time only, MOTORACING is making a special bargain offer to clubs.

A 1-year subscription to the country's oldest and most widely read sports car bi-weekly newspaper -- \$2 -- instead of the regular \$3 subscription rate.

For clubs to take advantage of this saving, they must have a minimum of 10 subscriptions. These must be handled through the club secretary.

Club members who are already subscribers may renew for another year at this reduced rate.

Since this offer expires soon, club secretaries are urged to send in their lists with proper remittance to MOTORACING, Circulation Dept., P.O. Box 1127, Culver City, Calif.

VALLE DE BRAVO, Mexico, May 1 -- Eighth running of the annual Avandaro pro sports car races will be held here May 29, the sponsoring Club RODA announces. US drivers are invited to be guests of the club in Mexico City and Avandaro for four days.

NAIROBI, Kenya, East Africa -- Overall winner of the famed 3200-mile 8th East African Safari rally was taken by a Mercedes-Benz 219 driven by Bill Fritschy and Jack Ellis. They won in a Mercedes last year. They had 600 penalty points.

Second was a Citroen ID19, Mr. and Mrs. M. Temple-Boreham, 950; and third, Ford Zephyr, V.R. Preston-J.F. Harrison, 1150. Twenty-five cars out of 84 finished.